

EXECUTIVE SECRETARIAT
ROUTING SLIP

LOGGED
24 JUL 1985

TO:

		ACTION	INFO	DATE	INITIAL
1	DCI		X		
2	DDCI		X		
3	EXDIR		X		
4	D/ICS		X		
5	DDI		X		
6	DDA		X		
7	DDO		X		
8	DDS&T		X		
9	Chm/NIC		X		
10	GC				
11	IG				
12	Compt		X		
13	D/OLL				
14	D/PAO				
15	VC/NIC		X		
16	NIO/CT		X		
17	C/CPN/DO		X		
18	D/OGI/DI		X		
19	D/OC/DA		X		
20					
21					
22					

SUSPENSE

Date

Remarks

Executive Secretary

23 Jul 85

Date

3637 (10-81)

SECRET

THE WHITE HOUSE
WASHINGTON

SYSTEM II
90701

Executive Registry

85- 2911

July 22, 1985

SECRET

MEMORANDUM FOR THE VICE PRESIDENT

THE HONORABLE GEORGE P. SHULTZ
The Secretary of State

THE HONORABLE JAMES A. BAKER, III
The Secretary of Treasury

THE HONORABLE CASPAR W. WEINBERGER
The Secretary of Defense

THE HONORABLE EDWIN MEESE, III
The Attorney General

THE HONORABLE ELIZABETH H. DOLE
The Secretary of Transportation

THE HONORABLE DAVID A. STOCKMAN
The Director, Office of Management and Budget

THE HONORABLE WILLIAM J. CASEY
The Director of Central Intelligence

GENERAL JOHN W. VESSEY, JR.
The Chairman, Joint Chiefs of Staff

SUBJECT: National Security Decision Directive: Civil
Aviation Anti-Terrorism Program (NSDD-180) (S)

The President has signed the subject NSDD and it is transmitted
herewith. (U)

FOR THE PRESIDENT:


Robert C. McFarlane

Attachment
National Security Decision Directive

SECRET
Declassify on: OADR

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THE WHITE HOUSE

National Security
Decision Directive 180

WASHINGTON

July 19, 1985

CIVIL AVIATION ANTI-TERRORISM PROGRAM (S)

International civil aviation is becoming a high visibility target for terrorist activities. Numerous terrorist acts directed against U.S. and other air carriers in recent weeks pose a significant threat to international commerce and our national interests. Recent violent terrorist acts have resulted in the murder, torture and kidnapping of U.S. citizens and the death of hundreds of others. It is imperative that the United States expeditiously implement procedures to prevent and/or respond to subsequent terrorist acts. Accordingly, the following extraordinary security and protective measures are directed for implementation:

- Expansion of the Federal Air Marshal Program. The Secretary of Transportation, in coordination with the Secretary of State, is directed to immediately undertake actions necessary to expand the Federal Aviation Administration Federal Air Marshal Program to the extent necessary to assure safety aboard U.S. air carriers traveling in threatened international areas. At a minimum, the following actions shall be taken:
 - Within 14 days, the existing Federal Air Marshal complement shall provide coverage as determined necessary for those flights serving cities where the threat of hijacking is most severe. (S)
 - Within 30 days, the Federal Air Marshal complement shall be expanded through the addition of Federal law enforcement officers from other Executive Branch agencies to provide coverage as determined necessary at the most threatened locations. (S)
 - Within 60 days, action shall be initiated to fully expand the Federal Air Marshal complement through acquisition of new special agents to the level necessary to provide continuing coverage at the most threatened locations throughout the world. (S)
 - Utilization of the expanded Federal Air Marshal complement shall continue until otherwise determined by the Secretary of Transportation. Each Federal Air Marshal's duties shall include airport and airline security system inspections and functional evaluations in order to fully utilize these highly specialized resources. (S)

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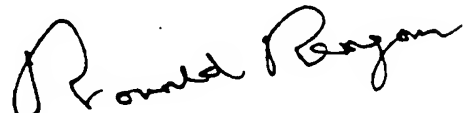
- Assessment of Security Effectiveness at Foreign Locations. The Secretary of Transportation shall immediately undertake an assessment of the level of security provided at foreign airports for all U.S. air carrier departures and departures of foreign air carriers serving the United States.
- The existing complement of Federal Aviation Administration special agents shall immediately conduct on-site security evaluations at airports within areas of the highest risk to civil aviation served by U.S. air carriers. (C)
 - Within 30 days, the existing complement of Federal Aviation Administration special agents supplemented by Department of State employees shall conduct on-site security evaluations at all airports where the highest threat to civil aviation exists. (C)
 - Within 60 days, the Secretary of Transportation shall initiate action to increase the complement of Federal Aviation Administration special agents to the extent necessary to provide continuing, periodic assessment of security levels at all such foreign airports. (C)
 - Not later than July 30, 1985, and every 120 days thereafter, the Secretary of Transportation shall advise me of those airports where security levels do not meet International Civil Aviation Organization Security Standards and shall advise competent foreign government authorities. If the notified government does not undertake expeditious corrective action, the Secretary of Transportation shall notify me and shall apply the appropriate provisions of the Federal Aviation Act of 1958 (as amended) whenever it is determined that a continuing condition exists that threatens the safety or security of passengers, aircraft, or crew travelling to or from a foreign airport. (S)
- Research and Development. The Department of Transportation, in coordination with the Interagency Working Group on Combatting Terrorism and the Technical Support Working Group, will carry out an expanded research and development program covering detection of explosive and incendiary devices, hijack prevention, and other security system enhancements. Projects presently planned will be accelerated and necessary additional projects will be initiated this fiscal year and thereafter. (C)

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- Foreign Technical Assistance. In coordination with the Department of State, the FAA training and assistance program for foreign governments will be expanded. The objective of this enhancement is to achieve heightened security for civil aviation worldwide and to prepare other governments to more effectively combat aviation-related terrorism. (C)
- Enhanced Airline Security Training. The Department of Transportation shall ensure that appropriately enhanced security training and threat awareness briefings are provided for all crewmembers of U.S. air carriers who serve on high-risk flights. The FAA shall further require that for such flights a designated security coordinator is responsible for monitoring security systems and advising the pilot in command that all necessary security requirements have been met prior to departure. (C)
- Crisis Management. The Administrator of the Federal Aviation Administration is directed to provide all necessary communications required to meet crisis management responsibilities. These shall include, but not be limited to:
 - secure communications for appropriate FAA crisis managers and secure communications between the appropriate FAA offices;
 - command, control, and communications not dependent on the switched public network; and
 - expedited implementation of the connectivity requirements specified in NSDD-95. (S)
- Coordination/Resources. The Secretary of Transportation shall coordinate the actions indicated above, as necessary, with the Departments of State, Treasury, Defense, and Justice and other concerned departments and agencies of the USG to assure timely implementation. Heads of other departments/agencies shall provide appropriate support and assistance to the Department of Transportation on a temporary basis in order to effect the provisions of this directive. Within 14 days, the Secretary of Transportation shall identify and report to the Office of Management and Budget on requirements for additional or reprogrammed FY-85, FY-86, and FY-87 resources made necessary by this directive. The report shall specify any temporary support required from other agencies. (C)

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